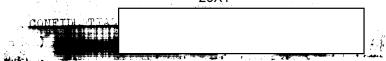
25X1 000 CLASSIFICATION CONFIDENTIA Approved For Release 2003/08/15 : CIA-RD 82-00457 R010700090006-2 INFORMATION REPORT 25 Feb. 1952 DATE DISTR. COUNTRY USSR (Latvian SSR) SUBJECT Export Harbor of Rigar Coment No. NO. OF PAGES No Charge dr Class. 🕡 1 Danlar 7:1 25X1 1 (2 pages) tanged to: TS S C 25X1 NO OF ENCLS. PLACE ACQUIRED A \$ -\$₹₽_137**8**--IPPLEMENT TO DATE OF ntPORT NO. INFO. 25X1 THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-THIS IS UNEVALUATED INFORMATION

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- The Expert Harbor of Riga (56057'N/24007'E) was north of the town on the eastern bank of the Duena River, about 6 nautical niles from the point where the Duena River flows into the Baltic. This harbor formed the northernmost portion of the harbor installations in Riga. It was situated on a peninsula, formed by the Duena River on the west and the east. In the southern part was a harbor basin with the northern end of Andreas Harbor adjoining it on the west. The size of the harbor area was 1,500 x 700 meters. (1)
- At the close of the war the installations of the Export Harbor were destroyed by German forces. In particular, the quay wall, the crane and track system, and most of the storage sheds were completely demolished. Immediately after the recapture of the harbor by the Soviets, clearing work was begun with the aid of numerous German PWs. In May 1946, a large-scale reconstruction was begun, according to which work on the Export Harbor was to be completed late in 1950 within the framework of the Five-Year-Plan.
- The quay was entirely reconstructed. The first rebuilding stage, of about 300 meters, was finished in November 1944. The second building stage was to be finished in late 1950; however, it appeared barely probable that this date could be met. With the new construction, the quay wall was advanced about 6 meters into the river. Wooden piles, about 22 to 24 meters long, were driven into the river. Modell piles, about 22 to 24 meters long, were driven if or this construction. The quay proper was a concrete structure; its total length, including the intact northern section of about 300 meters, was about 1,500 meters, its width 6 meters, and its height above water-level about 3 meters. The Duena River was permanently dredged by the large dredge OB. The water depth beside the quay was 3 meters. No obstacles or wrecks were observed in the channel.
- The destroyed cold-storage building was reconstructed and expanded at the same time the quay was rebuilt. It was a 120 x 50 meters fivestory building. South of the cold-storage building, a new large storage-building generally called the American building, was erected in 1948 and 1949. It was a large 120 x 60 x 15 meters building, with modern installations, such as heating plant, trap-doors, etc. Later

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a second storage building of the same size was creeted, but was not completed by the end of the period of reference, and was to be put into operation in 1950. There were also about 9 other storage sheds, each about 30 meters long, within the harbor area, part of them new, and others repaired. There were also workshops and other service plants.

- for the repair or construction of granes, ten to twelve traveling gantry cranes were in operation by the end of November 1949. They were designed to permit? railroad tracks (Soviet gauge) to run between the tracks of the cranes. Cranes available included: 2 x 45-ton US cranes, 2 x 17-ton German cranes plus? other 4-ton cranes. (2)
- 6. The quay had first-class rail connection (Soviet gauge). Spur tracks run along the quays and between the storage buildings. The spur-track system was also expanded. There were connections with the Riga freight station, Read connections were also very good. New concrete roads were erected in the harbor area running along the quay and between the storage buildings. The entire harbor district was surrounded by a high board fence with watch towers, armed harbor police acted as guards at the gates. Harbor operation was in the hands of a Soviet naval officer. The harbor administration and the management of the new construction of the harbor were under different authorities, and as a result there were continuous quarrels about competence.
- 7. Up to November 1949 most of the reconstruction work was done by German PWs, who were gradually replaced by Ukrainian drafted workers (men and women). In November 1949 all PWs had been withdrawn. About 300 civilian workers were employed in discharging vessels, working in 2 or 3 shifts.
- One of our vessels per week, up to the size of 3,000 GRT, were handled. At first they were leaded beside a temporary pier. In 1946 and 1947 Soviet vessels carrying so-called dismantled goods from the Soviet Zone of Germany were practically the only ones who arrived there. Later Finnish, Danish, and Swedish ships, carrying food-stuffs, sugar, potash, and machinery also visited the port occasionally, but the majority were still Soviet vessels. Most of the vessels left in ballast. Only small quantities of cement, building materials and fertilizers were shipped. The vessels used to stay in harbor about three or four days. Traffic may be termed "moderate". (3)
- 9. Warships were only seen taking on provisions beside the cold-storage building. No detailed description was given. In August and September 1949, three or four railroad trains carrying motorboats were directed to the Export Harbor. One of the trains carried 23 and another 30 motorboats of the same type, each stowed on a four-axie car. The motorboats, which arrived with the respective naval personnel, were to be stationed at the mouth of the Duena River. (4)

25X1	Comments.
(1)	The Export Harbor is the most efficient and most up-to-date harbor
(1)	
(2)	of Riga. Because of the new construction the Export Harbor has regained its former efficiency. Storage space has been considerably increased by the new large storage buildings.
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(3) There is no normal freight traffic in Riga with most goods imported and only a very few experted. It is inferred from these observations that the harbor capacity is by far not fully exploited.
(4) These motorboats, size about 30 tons, are only small coastal patrol boats. The naval base of Riga is located in Bolderaa near Duenamuende, where the boats will probably be stationed.

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Legend:

- 1 Duena River (Dvina)
- 2 Airfield
- 3 Cement factory
- 4 Export Harbor
- 5 Cold-storage building
- 6 New "American" sheds
- 7 Power station
- 3 Undetermined
- 9 Grain silo
- 10 Town district of Riga
- 11 Dead branch of Duena River

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